

HERITAGE

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OF CULTURAL HERITAGE ORGANISATIONS INC.

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Little Wheeny Creek mill race survives ravages of floods

*by Frank Holland
- former president,
Kurrajong - Comleroy
Historical Society Inc.*

SETTLEMENT around Kurrajong can be documented through various land grants the first being 500 acres to William Lawson and then in 1809 a series of grants were made.

However, it is likely that people were in the area prior to that time. It is known that Matthew Everingham carried out exploration in 1795 which took him through the Wheeny Gap and possibly as far as present day Mount Tomah.

In 1810 Governor Macquarie passed through the area, which by then had a number of people living on the land.

Shortly after its incorporation in 2001, Kurrajong - Comleroy Historical Society Inc (KCHS) researched the Singleton mills site on Little Wheeny Creek.

Most of the research focused on the location of the mills and attempts to understand the type of construction and plan of the mill. Based on this research a working model of the mill was constructed.

Over the past 11 years a number of tours of the site have been undertaken.

Benjamin Singleton with his mother and younger brother Joseph accompanied his father William, who had been convicted in England of the theft of some cloth, to Port Jackson.

William gained his ticket of leave and later obtained a grant of land



Two grinding stones from Singleton's mill being examined by Dr Martin Gibbs (taking notes) and local historian Les Dolan a member of Kurrajong - Comleroy Historical Society. These mill stones which were recovered from Little Wheeny Creek when council was constructing a new bridge over the creek are now located in Memorial Park, Kurrajong Village

on the Hawkesbury near Wilberforce.

In 1809 Benjamin's elder brother, James, joined the family as a free settler and he and Benjamin were granted 50 acres each at what is present day Grose Vale in the Richmond district.

No evidence has been located proving that they actually lived on these grants and it is not until 1816 that documentary evidence can be found that at least one mill was in existence, as it was offered for sale that year.

This sale did not proceed. It is also unclear as to who held the title to the land on which the mill had been erected.

What is clear is that between 1810 and 1816 Benjamin and James built or had built two water mills, for grinding grain, on the banks of Little Wheeny Creek at Kurrajong.

This creek, although small provided a safe, permanent water supply (and still does).

Continued page 3

Contents.....
HERITAGE
 May - June
 2012

- *P1 Little Wheeny Ck mill race survives ravages of floods
- *P2 Opinion - Local historians and historical societies of immense value to heritage
- *P5 Conference keynote speaker, professor of public history
- *P6 Rare views of Blue Mountains on show for first time
- *P7 Survival and civilisation in a strange land
- *P7 Govt moves to preserve digital heritage
- *P9 Roadworks bury heritage rail cutting near Sydney Rock, Grant for Norman Lindsay's studio
- *P14 Crash of Wirraway near Hazelbrook
- *P13 Plane crash at Glenbrook
- *P15 Managing your collection/State Records work-shop
- *P17 Dave Evans - the Felixman of Echo Point
- *P18 Thompson Square, Windsor: the oldest civic square in Australia under threat
- *P20 Management committee changes at AGM
- *P22 Walking with women
- *P21 Last chance for 150 years to see Transit of Venus
- *P22 Scots Church, Pitt Town celebrates its 150th anniversary
- *P23 History Week
- *P24 Western crossing commemoration
- *P25 Historic clipper retires to sun after 150 years



An opinion from the editor.....

Local historians and historical societies of immense value to heritage

THE eminent historian and former president of the Royal Australian Historical Society, Professor R Ian Jack has often expressed a view, which this writer shares, to the effect that local historical societies and historians are an extremely valuable and vital resource in researching and recording our heritage and history. Much of the preservation and recording of history and heritage in Australia probably would not have occurred had it not been for the quiet achievers associated with historical and heritage groups around Australia.

In this edition there are several examples that Dr Jack's views are very valid.

On page one of this edition of *HERITAGE* is a story of the exemplary tenacity and perseverance of members of the Kurrajong – Comleroy Historical Society whose research hopefully will lead to having the early industrial site of Singleton's mills recognised as a significant heritage site.

As is often the case, this research has been supported by academics, in this case Dr Martin Gibbs and his students from Sydney University.

This mill was away from the ravages of the frequent floods that destroyed more prominent mills and property along the banks of the Hawkesbury. Remnants of the race, stone work and the mill pond are visible today and it is possible that up to 30 people may have been housed in the area.

Elsewhere, in this publication is a piece about the untiring efforts of heritage enthusiasts to save from oblivion the historic Thompson's Square heritage building sightlines at Windsor.

In this case the proponents seeking to save this unique heritage precinct have mounted compelling arguments against what is an ill conceived bureaucratic solution which flies in the face of the NSW Heritage Register.

Not only are locals outraged, by this proposal for a new river crossing at

this site, but so too must be every decent thinking person around Australia.

If the state government is to have any credibility in the area of history and heritage it must instruct the Road and Maritime Services to rethink the proposal for a new river crossing taking into account the formal recognition of heritage sites listed in the New South Wales Heritage Register.

And in yet another area of the region at Lawson the apparently cavalier actions of the Road and Maritime Services have buried a piece of rail heritage dating back to the laying of the first rail line across the Blue Mountains. With the roadwork construction of the Great Western Highway beside Sydney Rock near Lawson is a new rerouted railway cutting.

The now abandoned original cutting of the 1866-67 rail line is in its own right of some significance as rail heritage but apart from the built heritage, there are items of geological and botanical interest which need to be recognised. For many years Father Eugene Stockton has stressed the importance of this rail cutting and the nearby Sydney Rock as having heritage value.

There is a school of thought among many well qualified archaeologists that some of our heritage is best protected by it being "left in the ground" and this may well be one of those sites.

However, *HERITAGE* understands following an "11th hour community protest" at the burying of parts of this cutting, a compromise has been suggested by the Road and Maritime Services. The ham-fisted manner in which this compromise appears to have been negotiated leaves a great deal to be desired.

Road and Maritime Services must not be allowed to tread roughshod over our heritage as its predecessors have tried to do in the past.

John Leary, OAM - Past president, Blue Mountains Association of Cultural Heritage Organisations Inc.

Singleton's mills supplied flour to young colony

Continued from page 1

These mills were away from the ravages of the frequent floods that destroyed more prominent mills and property along the banks of the Hawkesbury.

The mills supplied flour to the fledging colonies on the Hawkesbury and at Port Jackson as evidenced by government contracts.

Based on photographs of later mills built by the Singletons they would have been of two levels of slab or weatherboard, constructed on a sandstone base.

A mill pond would have been constructed from which a steady flow of water could be conveyed to the mills by way of a water race.

Remnants of the race, stone work and the mill pond are visible today.

Based on other constructions and a study of the area local artist, Fay Edwards, painted an impression of the Little Wheeny Creek mill

Benjamin left the area circa 1822 for Patrick Plains, moving his family along the route he played a part in opening up through his own explorations and in partnership with William Parr and later with John Howe.

This route was the first European track north to the Hunter River but was soon superseded by the construction of the Great North Road.



Remnants of the race, stone work and the mill pond are visible today.

James Singleton continued on with his younger brother Joseph but later moved on to build tidal mills beside the Hawkesbury River near Wiseman's Ferry.

This shortened the travelling time to Port Jackson.

The Singletons built at least one other mill at the site to later be named Singleton.

The mills on Little Wheeny Creek passed through a number of owners and were operational up to circa 1858 before falling into disrepair.

As the Kurrajong area became more settled the buildings were

scavenged for any useful material and the site became overgrown although eye witness accounts state that remnants of buildings were still visible in the early 1900's.

Today some stone work at the site can be seen with approximately 180 metres of a water race clearly defined (see photograph at top of this page).

Considerable labour would have been required to build the stone wall of the race and it is known that convicts were assigned to Benjamin Singleton.

It is possible that up to 30 people may have been housed in the area.

Eye witness accounts state that a substantial house was erected and it is reasonable to assume that a number of dwellings and out buildings surrounded the mills.

It is possible that other remnants are buried beneath the top soil and debris that has washed down the hillside over the years

In 2009 students from Sydney University under the guidance of Dr. Martin Gibbs, carried out a baseline survey of the site.



Artist's impression of Singleton's mill painted by Fay Edwards

Continued page 4

Sydney University students report on mill site

Continued from page 3

During this survey some previously unseen stone work was uncovered together with a piece of a glass bottle bearing the initials GR are clearly visible. (Photograph below)



These items were recovered and left on site.

A report was prepared by the students and this document was made available to the Hawkesbury City Council when a presentation was made seeking support to have the site (on Crown Land administered by council) re-named "Singleton's Reserve".

At the Council meeting of February 28, 2012, the following resolution was adopted by Hawkesbury City Council – *"That the name Singleton's Reserve for the reserve located on Mill Road Kurrajong (Lots 285 and 286 DP 751649 be supported and application be made to the Geographical Names Board for formal gazettal."*

As many readers would know the process of lobbying is not quick and a number of years passed from the

first approaches to receiving this unanimous support of council and councillors.

The Kurrajong - Comleroy Historical Society is grateful for that support and will be seeking a similar response when the society moves to have the site recognised for its historical value as an early industrial site.

Society members believe it is a significant historical site certainly for New South Wales, if not for Australia and are currently awaiting formal gazettal.

A number of articles have been produced covering a brief history of the mills during Ben Singleton's ownership. The author of this article is currently involved in a KCHS project aimed at documenting the history of the mill site from construction of the mills through to the present day.

About the author - Frank Holland

FRANK and Valerie Holland moved to Kurrajong in 2000 following Frank's retirement after 35 years in banking and 6 years as a human resource consultant.

They joined the Kurrajong – Comleroy Historical Society shortly after it commenced in 2001.

Valerie was secretary for 7 years and Frank held a number of positions before being elected president in 2006.

They both stood down in September 2011 to focus more on research activities.

They remain committed to recording the history of 'The Kurrajong'.

They both sing with the Sydney Welsh Choir and Frank is a volunteer at Hawkesbury Fire Control – Communications Group where he holds the position of senior deputy captain.

In his earlier days he served in the Citizen Military Forces with the 30th Scottish Battalion and later commissioned as an officer in the 17 Battalion Royal New South Wales Regiment.



50 YEARS EARLIER

Sir, --- In the early 1800s Benjamin Singleton built mills in the Windsor and Wheeny Creek (now Kurrajong) district.

As wheatgrowing declined there and the Wheeny Creek mills fell into disuse, our forefathers painstakingly hauled, probably with bullock teams, two of the huge circular stones — splendid examples of the old millwright's art — up the ridge, and laid them on their side at the Comleroy Road junction.

Here they subsequently served as a base for a 1914-18 war memorial. Then the Bell's Line of Road was to follow a new alignment, and the Department of Main Roads appeared in the historic district with all the power and modernity of tractors, bulldozers and earthmoving equipment. It became necessary to move the ancient stones.

They now lie spread in a number of shattered segments, apparently ownerless, next to the Kurrajong Park, showing how our ancestor's loving care was nullified by an unappreciative posterity, despite every mechanical aid at its command.

MacLeod Morgan. Sydney
The Sydney Morning Herald
March 13, 1954

CONFERENCE KEYNOTE SPEAKER, PROFESSOR OF PUBLIC HISTORY

A CO-DIRECTOR of the Australian Centre for Public History (ACPH) and the Centre for Creative Practice and Cultural Economy, Professor Paul Ashton has accepted an invitation to be the keynote speaker at the Blue Mountains History conference being staged in October this year.

Paul (pictured) is the Professor of Public History at the University of Technology, Sydney (UTS),

He is also the academic director of UTS Shopfront, a university-wide community engagement program.

Paul's most recent book (co-authored with Paula Hamilton) is *History at the Crossroads: Australians and the Past* (Halstead Press) and he is a founder and co-editor of the refereed journal *Public History Review*, now published by UTSePress.

Paul commenced his career as a freelance historian and was an inaugural member and one-time president of the Professional Historians Association of NSW.

He was also closely involved with the formation of the Australian Council of Professional Historians Associations and the History Council of NSW.

Paul's work as a freelancer, which ranged from heritage conservation, oral and community history to commissioned history, drew him into the broader world of public history which emerged in North America in the 1970s and much later in Britain, though the earlier people's history movement in the UK was a form of public history which was to be internationally influential.

**“... audience
and historical
authority.”**

He was appointed lecturer in Public History at UTS in 1995.

From 2002-5, he was a board member of the National Council on Public History in the USA.

Public history is concerned, among other things, with audience and historical authority.

Thus in the introduction to *History at the Crossroads*, Paul and his colleague wrote: *Metaphorically, history in the broadest sense might be thought of as a house with many rooms.*

Different groups inhabit the various quarters including local and community historians, genealogists, specialist museum practitioners, makers of historical films and public historians.

Some of these people inhabit more than one room while many make occasional visits to other parts of the house. And all of the rooms have internal divisions.

Some residents, however – notably academic historians – see themselves as occupying the principal room.

Indeed, not a few from the academy insist that they are in possession of the house.

The range and depth of historical activity in Australia, as elsewhere, is enormous. And it stretches back to early colonial society.

Paul's interest in Australian public history has seen him become involved in a number of diverse historical endeavours.

Recently, one of these was 'Sydney's Italian Fruit Shops', an exhibition co-produced by the ACPH



and Co.As.It which ran for five months at Customs House in Circular Quay and is currently travelling.

Another is the landmark Dictionary of Sydney which takes in the Blue Mountains.

Paul was part of the team that secured an Australian Research Council grant to develop this cutting edge digital resource which has now published almost 900 000 'curated' words on Sydney's history.

He is a member of the Dictionary's Trust and its editorial management committee.

The Lindsays at home 1912-2012

AN exhibition at Norman Lindsay which is on until the end of May focuses on the Lindsay house, "Springwood" as a family home mainly in the 1930s.

There are over 50 photographs depicting this exciting time in the family's life and show the changes that were made to the house and its interior over the years as well as memorabilia that give a 'glimpse of the past'.

Rare views of Blue Mountains on show for first time

FIFTEEN original watercolours depicting Governor Macquarie's crossing of the Blue Mountains in 1815 are on display together for the first time ever in the State Library of NSW's major new exhibition, *Lewin: Wild Art*.

John William Lewin (1770-1819) carved out a career from humble insect collector to become Australia's first professional artist, yet his remarkable achievements have mostly gone unrecognised until now!

Lewin: Wild Art is the world's first comprehensive exhibition of Lewin's work, featuring over 150 original drawings and watercolours – many never seen by Australian audiences – selected from the Mitchell Library's renowned collection as well as other major local, national and international collections.

According to Richard Neville, exhibition curator and Mitchell librarian, Lewin was instantly captivated by the foreign landscape and exotic wildlife and was prolific in "giving Australians today an unrivalled visual record of their past."

"During his 19 years in the colony Lewin produced these powerful and distinctly Australian works featuring insects, birds and plants in their natural environment – an approach completely at odds with conventional English methods," says Mr Neville author of *John Lewin: Painter & Naturalist* (NewSouth Publishing).



Blue Mountains by Lewin, JW.
State Library of NSW collection



Spring Wood by Lewin, JW. State Library of NSW collection

Lewin also produced commissioned works for every colonial governor, his most notable being the watercolours of the Blue Mountains and 12 large natural history works and landscapes for Governor Bligh in 1807, just a few months before he was overthrown.

"When Macquarie decided to take an expedition across the Blue Mountains, he was very aware that across these plains were important resources for the future expansion of the colony, and he wanted a visual record of what he found," says Mr Neville.

Lewin volunteered to join the expedition, which commenced on April 25, 1815 and made 20 "beautifully observed Australian landscapes" during the 10 day journey.

The 15 surviving works are held in the State Library's collection and depict the major views which Governor Macquarie noted in his account of the expedition.

"They are also some of the first European paintings to accurately capture the real characteristics of the Australian bush," says Mr Neville.

Among Lewin's many achievements was his landmark publication, *Birds of New South Wales* (1813), the first illustrated book to be published in the colony. Only 13 copies survive, and the State Library's copy is on show in the exhibition.

Lewin: Wild Art is a free exhibition at the State Library of NSW until May 27, 2012 then from July 28 to October 28 at the National Library of Australia at Canberra. For those who can not visit the exhibition in Sydney, they can visit www.sl.nsw.gov.au/lewin and view John Lewin's beautiful artwork in amazing detail using the collection viewer. Zoom in on over 150 images featured in the exhibition and watch the video commentary which has been added to selected artworks.



Emu Creek by Lewin, JW. State Library of NSW collection

Survival and Civilisation in a Strange Land

PROFESSIONAL gardener, historian and author Silas Clifford-Smith's subject for the 2012 Blue Mountains History conference is *Survival and Civilisation in a Strange Land*, which will highlight the importance of parks, gardens and cemeteries to Australian settlers from the time of settlement up to the early 20th century.

Although born and raised in England, Silas has lived in Australia for nearly thirty years.

He has qualifications in horticulture from Ryde College of TAFE and art history from the University of Sydney.

By profession he is a gardener who has specialised in the care and restoration of old gardens.

As well as working for many private clients he has been employed by the National Trust at the Norman Lindsay Museum in Faulconbridge and Experiment Farm Cottage.



Silas Clifford-Smith

Silas has also worked for the Historic Houses Trust at Vaucluse House and Elizabeth Farm, and the Governor-General at Admiralty House.

He has written for a broad range of publications on gardening, heritage and art themes. He recently wrote *Percy Lindsay: artist and bohemian* (Australian Scholarly Publishing, 2011), a biography which was awarded the Isabella Brierley History Prize for an unpublished manuscript.

He has also contributed to the *Oxford Companion of Australian Gardens* (Oxford University Press, 2002) and *Interwar Gardens* (National Trust, 2003).

Silas is an active member of the Australian Garden History Society and the Marrickville Heritage Society.

Although based in Sydney, Silas is currently restoring an old railway property in the central tablelands.

Government moves to preserve digital heritage

BLOGS, e-magazines, interactive newspaper articles and more could soon be joining the archives of the National Library of Australia to keep them alive for future generations if proposals released recently by the federal government are implemented.

The government recently launched a public consultation paper on the proposed reforms to the Copyright Act, which are designed to ensure that digital documents are kept by the National Library of Australia for future generations.

Blue Mountains Association of Cultural Heritage Organisations Inc. supports the move by the Attorney-General Nicola Roxon and Minister for the Arts Simon Crean and the proposal to reform the Copyright Act, which will ensure that digital documents are

kept by the National Library of Australia for future generations. The proliferation of electronic readers, smart phones and tablet computers means that publishers are increasingly making available and distributing works in an electronic only format.

Currently the Copyright Act requires publishers to deposit printed works at the National Library of Australia in order to preserve Australia's documented heritage.

The government is seeking views on proposed changes that would modernise the current system to extend to electronic documents by empowering the director-general of the National Library to request certain electronic material to be deposited.

Australia's cultural landscape is changing dramatically with an

increase in digital content and convergent art forms.

As writers, publishers and creators move into digital formats, there is a need to ensure that the preservation of cultural content for all Australians to enjoy and appreciate continues.

These changes will ensure future generations don't miss out on Australia's dynamic cultural heritage simply because the work was created digitally.

The consultation paper Extending Legal Deposit and instructions for providing submissions are available online at <http://www.ag.gov.au/Consultationsreformsandreviews/Pages/Extending-Legal-Deposit.aspx>.

SAVE 10% on early bird bookings

BLUE MOUNTAINS HISTORY CONFERENCE

**To be held at the historic Carrington Hotel, Katoomba
on, Saturday, October 20, 2012**

**Conference theme: “Colonial Society”
with a great line-up of speakers and presenters**

PROGRAM

9.30am
Conference
to be opened
by former
president
RAHS, Prof
Ian Jack.



9.50am
*The early
years of the
colony* by
keynote
speaker, Prof
Paul Ashton,
co-director
Australian
Centre for
Public History.



11.20am *The effect on the
Indigenous population with the
establishment of an European
colony* (Speaker to be confirmed)

12.20pm
*The
Carrington
Hotel - a
return to the
era of grace,
elegance and
charm. A tour
guided by
Paul Innes.*



12.45pm
Lunch to be served in the grand
dining room of The Carrington.

1.45pm
Musical interlude Jim Low, folk
singer, historian and writer.

2.15pm
*Colonial
dress* by
Glynis
Jones,
curator
fashion &
dress
design & society,
Powerhouse Museum.



3.45pm
*Nature and
role of
gardens in
the early
settlement
period* by

Silas Clifford-Smith archivist at
the Heritage Centre, UNE



**Bookings with full payment before July 30 will be discounted to \$45
per person ---**

**Cost includes
morning and
afternoon tea as well
as lunch in the
historic grand dining
room of Carrington
Hotel.**

For further information and
early bookings (capacity
limited to 120 participants)
contact Jan Koperberg at
j.koperberg@bigpond.com
or
bmacho.heritage@gmail.com



Road works bury heritage rail cutting near Sydney Rock, Lawson

by Ken Goodlet - local historian and author

THERE are grave concerns about a proposal by the Roads and Maritime Services (RMS, formerly RTA) to bury some significant mountains historical, geological and botanical items in the now abandoned railway cutting on the southern side of Sydney Rock on the eastern approaches to Lawson.

Last month, a protest demonstration took place on the corner of the Great Western Highway and Somers Street, Lawson to object to the proposal.

The new re-routed railway cutting goes north of Sydney Rock, along with a new alignment of the highway, a major engineering feat.

The rail re-routing overcomes what has been a headache for Railcorp and its predecessors ever since the single track rail line began operating in 1867: periodic subsidence of the ground under the line immediately south-east of Sydney Rock.

The site contains many significant features.

First, there is the 1902 Monier arch bridge that carried the Bathurst Road, crossing the east-west rail line at a north-south orientation when the line was duplicated in that year.



The 1866/67 sandstone abutment on the southern side of the original 1867 rail track. Note the shadow on the left that shows where the 1866-67 stone arch of the Bathurst Road bridge began. Note, too, the roll of cloth to be used to cover the wall before its burial

That bridge is to be retained and left exposed by the RMS.

Second, there is a sandstone wall. When walking from north to south over the 1902 Monier arch bridge, this wall can be seen by peering over its south-western corner.

It is the original southern cutting of the 1866-67 railway line, covered since late April 2012 by a cloth. It is the remains of a masonry abutment consisting of eight courses of squared sandstone blocks with drafted margins.

This would have been part of the supports for the original single line sandstone arch road bridge of 1866-67 over the single track 1867 rail line.

The *Sydney Morning Herald* of the time mentions that there were two 'in masonry' bridges built running across the rail line between Blaxland and Lawson, this being one of them.

What I saw on that sandstone wall in early April 2012 was the beginning of the curve in stone of the 1866-67 arch road bridge at the top left when facing the sandstone wall.

This sandstone wall is in the process of being buried. I was informed on numerous occasions we protesters would have needed to register our protest five years ago for it to have been even considered.

Day by day, more rubble from the giant Bullaburra pile on the northern side of the highway is being used to fill in that part of the cutting.



Those who took part in the protest on Friday 13 April advocating the establishment of the Sydney Rock and environs heritage reserve to protect the Rock and the old railway cutting (photograph courtesy The Blue Mountains Gazette, April 18, 2012, p. 10)

Continued page 10

Continued from page 9

Third, there is the geological stratification. Father Eugene Stockton has written of the clear contact in this railway cutting 'between the Narrabeen series and the overlying Hawkesbury sandstone, a contact not so accessible for inspection elsewhere in the Blue Mountains'. It is the farthest west outcrop of Hawkesbury sandstone in the mountains.

'...very rare botanical species on face of rail cutting...'

A photograph in the site survey report to the site contractors on April 13, 2012 indicates full burial of the cutting from the new highway to the 1902 bridge and some 60 metres east and partial burial for a further 30 metres, leaving 25 metres uncovered. All significant geological heritage will be buried.

Fourth, there are the botanical features. Eugene Stockton again has written: 'An article I published for the Blue Mountains Conservation Society (*Hut News* No. 268, 2010, p.10) outlined the results of the botanical survey by Peter and Judy Smith, which highlighted the presence of the unique wet cliff-line community on the northern face of the old railway cutting with some rare species particularly of the very rare Cliff Teatree, *Leptospermum rupicola*. It is found in five other places in the mountains.

There is a possibility of at most three of the 33 Cliff Tea Tree plants in the cutting surviving burial, according to the April 2012 report

The cutting and its environs' distinctive plant life might well be due to the fact that it is the only area on the mountains ridge from Emu Plains to Hartley that has not been burnt out by bushfires since at least 1867.

Fifth, there is Sydney Rock itself. The name was first used in 1882 and it was a popular stopping-off

spot for holiday-makers and locals. It might well have Aboriginal significance, although there are no markings visible at the site.

Eugene Stockton remembers it as a popular picnic spot in the 1940s and from there at night he and his friends could see the searchlights over Sydney's skies during World War II and the fireworks at the end.

While it is unlikely to be interfered with by the present construction efforts, its future remains uncertain.

Eugene Stockton has had a plan for some time of creating a heritage reserve of this whole area, enabling children and others to appreciate its educational, research and aesthetic worth.

This requires action by council to demarcate the whole site as a reserve, to be developed at a time when resources are available to do so.

We have lost so much of our mountains heritage over the years. This is partly because all development has perforce been confined to the ridges across the mountains, and the necessity of maximising the use of those ridges for infrastructure development has meant clearing away most of what little Aboriginal, 'built', geological and botanical heritage we have.

Where are we now with the Sydney Rock and railway cutting heritage?

The April 2012 report indicates that, while Sydney Rock, less significant geological stratification and possibly three Cliff Tea Tree plants will survive burial, most of the significant geology, possibly all the significant botany and all the history will be buried and effectively lost to us.

These losses are the latest in a long litany of such losses that go back to the 1920s, some of them unavoidable, others requiring a little creativity to save.

What have I learnt by this experience? The RMS engineers and designers and contractors have done a quite remarkable job on what they are trained to do: building a highway diversion and rail cutting.



Two of the five flowering Leptospermum rupicola plants high on the 1902 northern face of the railway cutting

They do not appear to have the expertise to represent local heritage stakeholders in the preservation of our history. The RMS decision-makers have not been given mandatory effective protocols to consult a particular nominated local heritage organisation that can be held accountable for its advice about their various projects at an early enough stage to influence their decision-making.

Useful references around this subject, offered by archaeologist Eugene Stockton and local studies librarian John Merriman on the Blue Mountains City Council Local Studies blog website, 2 August 2011:

Ames, K., *Reflections of an Engine Man*, New South Wales Transport Museum, 1993.

Berger, I., 'Statement of Heritage Impact, Great Western Highway Upgrade. Lawson IA, from Ferguson Ave to Bass Street. Proposed Railway Realignment'. Environmental Technology Branch. Road Transport Authority. 2006.

Fox, B., *Blue Mountains Geographical Dictionary*, (2nd edition), 2001

Langdon, M., *Conquering the Blue Mountains*, Everleigh Press, 2006
Stockton, E., in *Blue Mountains Dreaming: The Aboriginal Heritage* (2nd edition). E. Stockton and J. Merriman (eds.), Blue Mountains Education and Research Trust, 2009

Stockton, E. and Whiteman, C., 'Proposed Blue Mountain Reserve at Sydney Rock', *Hut News*, Blue Mountains Conservation Society, Wentworth Falls, No 268. March 2010

Wylie, R. and Singleton C., 'The Railway Crossing of the Blue Mountains, 2, Faulconbridge to Bullaburra', Australian Railway Historical Society, Vol. VIII, No. 241, 1957, pp 162-172

Grant funds for restoration of Norman Lindsay's painting studio

NATIONAL Trust of Australia (NSW) will receive funding under the Community Building Partnership program for restoration of Norman Lindsay's painting studio at the Norman Lindsay Gallery.

Norman Lindsay's painting studio was built in 1918 and was in continued use until the 1960s.

It was the space that allowed Lindsay freedom from distraction and was where he created his enormous output of paintings, made his ship models and wrote his books at night.

It was also where he often entertained his favourite guests with readings from his latest writings.

Its preservation and restoration is important in telling the story of both Lindsay's work and of this significant heritage listed property.

The restoration will include repairs to the buildings foundations, stucco walls and drainage enabling



The Norman Lindsay painting studio

visitors to continue to view his studio and appreciate Lindsay's legacy for many years to come.

In addition to the \$16,000 grant for restoration work at the painting studio at Norman Lindsay Gallery

and Museum the National Trust will receive the following grants:

- * Dundullimal church project - \$20,000
- * Grossman House external painting repairs - \$17,000
- * Riversdale external painting project - \$12,000
- * Miss Traill's House guttering replacement and timberwork - \$12,000
- * Brough House external painting and repairs - \$17,000

Family History research changes

BLUE Mountains Family History Society has been re-organising the family history section of Springwood Library for the last 18 months.

Orientation is required to use the resources.

In June, orientation of the BMFHS library volunteers will commence, followed by interested members and the Blue Mountains City Council Library staff.

Following these orientations Patou Clerc, the information services co-ordinator, BMCC Libraries, has proposed that Blue Mountains Family History Society give orientation sessions to the general public during National Family History Week.

These sessions will be held Monday to Friday July 30 to August 3, 2012, inclusive, from 10 am to 12noon.

Patou will organise for BMCC to advertise the event and to take bookings.

Blue Mountains Family History Society will also promote the event on the NSW & ACT Association of Family History Societies' website <http://www.nswactfhs.org/>, the Australasian Federation of Family History Organisations' National Family History Week website at <http://www.familyhistoryweek.org.au/> and in the BMACHO Calendar of Events, once the proposed event is finalised.

Although there are two BMFHS Library volunteers on duty for guaranteed sessions Tuesday and Thursday, 10am to 1pm to assist members and the general public, February to November each year, there are also volunteers on duty most Mondays, Wednesdays and Saturdays (but these are not guaranteed days).



Norman Lindsay pictured in his painting studio circa 1930s

Lindsay is widely regarded as one of Australia's greatest artists, producing a vast body of work in different media, including pen drawing, etching, watercolour, oil and sculptures in concrete and bronze.

Crash of Wirraway near Hazelbrook

HERITAGE has previously published articles from contributors on the subject of the wartime aircraft crashes in the Blue Mountains and for these the editor and BMACHO is grateful, particularly when they open up debate.

The most recent article was in the January – February 2012 edition.

Respected local historian, Brian Fox has written to the editor referring to the Hazelbrook crash stating, “ I have in the past walked to this site a number of times and interviewed the people who were first to reach this site.

“Many published stories were not quite correct. Which is why I set out to dispel the inconsistencies; history does have a way of repeating the errors of past historians.”

Brian hopes his article will clarify this unfortunate tragedy.

HERITAGE is indebted to Brian and thanks him for the following contribution first prepared in August 2005 from oral histories followed up and researched by him.

Brian is pictured in an early photograph of him holding one half of the propeller (the other half was mangled when the plane hit the ground).



By Brian Fox - Local historian

WIRRAWAY A20-17 from 22 Squadron RAAF based at Richmond took off for a training flight on August 1, 1940 but not far into the flight the aircraft experienced engine trouble.

The weather for that day did not help either as it was a damp and foggy day, hence giving low visibility. About 10.30am the plane flew directly over the Campbell's residence, near Hazelbrook Railway Station and Norm the eldest child recalls the engine misfiring and spluttering and then a few moments later a bang.

In running to the back fence of their house they could see smoke in the distance from the crashed plane.

As a result of the crash two young men, Flying Officer Harry Thomas Hopwood and his observer Sergeant Vincent Charles Monterola were instantly killed when their aircraft sheared the tops of the trees and hit the wooded ridge south of Hazelbrook.

The Wirraway (Aboriginal for Challenge or Challenger) was the first product of the new privately owned Commonwealth Aircraft Corporation (CAC), and was a license built derivative of the North American NA-16 known as the 'Texan' or 'Harvard'.

This explains the parts sourced from America eg the name on the propeller shows "Hartford Connecticut, Division of United Aircraft Corporation."

The location of the crash site is now officially known as Aeroplane Hills (even though the locals preferred the name Wirraway Hill), located 3.2km SW of Hazelbrook Post Office.

One access to the site is via Wentworth Falls, Tableland Road, Ingar Fire Trail and along an unnamed fire trail on what is called Wirraway Ridge.

At the beginning of this unnamed fire trail a locked gate provides a 3.4km walk to the crash site.

Alternatively access is gained via Hazelbrook, Terrace Falls Road, Terrace Falls Reserve and walking across Bedford Creek and up the other side to the crash site. Note in 1940 there was no road access via Tableland Road, Wentworth Falls.

Even today, 65 years later the crash site still has the remains of the fuselage and struts giving a permanent reminder and memorial to this tragic event all those years ago.

A number of locals witnessed the plane flying over head and saw the plume of smoke when the Wirraway crashed. One such family was the Campbell's of Hazelbrook.

Oral history from Norm, Mary and Colin Campbell has helped to piece together that fateful day.

Norm the eldest of the Campbell children has the most vivid recollection of this fateful day.

Continued page 13

Oral history helped piece together the fateful day

Continued from page 12

Norm relates that his mother rang the police and the Richmond airbase to inform them of the accident and at first the airbase denied any of their planes were flying. (This could be attributed to war time policy).

Norm immediately jumped on his brothers Harley Davidson motor bike and charged off down Terrace Falls Road towards the crash site, in his haste he forgot to turn the fuel stop on so when the fuel in the bikes carburettor ran out the bike stopped and he could not get it going again.

Leaving his bike where it was he ran the rest of the way, through Terrace Falls Reserve down and across Bedford Creek and up the other side directed by the smoke to the crash site.

Norm's memory of what he saw still remains vivid today, for it was not a pretty site for anyone to witness, while Sergeant Monterola had been thrown out of the plane on impact (he had his parachute on and may have been intending to use it) while the Flying Officer Hopwood's burnt body still remained in the plane.

Norm being the first to the crash site could see that both had been killed instantly and not being able to offer any assistance returned back home to report his findings.

Nearly home Norm was surrounded by reporters from the local and Sydney newspapers who had heard about the crash and had reached Hazelbrook, the one local phone box near their house running hot as reporters filed their stories to their editors. Along with the reporters came the police, RAAF officials, ambulance and local bush fire brigade.

James Park at Hazelbrook being the closest vehicular access became the base for the search and recovery team for the two young fliers.

Norm again returned to the crash site guiding this team of men. The two bodies covered in tarpaulin were stretchered out to waiting ambulances at James Park.

As with any major event in a small village a crowd gathered at James Park. In the late afternoon, Norm recalls his father setting out to the crash site but on the way back it was too dark to see so he found a small overhanging cave near Bedford Creek to wait out the night.

Meanwhile Norm, who again after tea had returned to James Park, said I'm going to find Dad, the police said no, but Norm was persistent and for the third time that day set off again towards the crash site along with three others including the policeman.

With the use of kerosene lamps they reached the crash site. In the distance they could hear the Mudgee Mail Train coming up the mountains so they knew it was about 9pm.

Not finding his father John, they returned home; Norm being very familiar with the bush directed the other three back to James Park.

Meantime John Campbell had reached the crash site but on his way back it was too dark with out a light so he found an overhang near Bedford Creek to wait out the night and walked out at first light.

Norm records that his father had heard and seen their light but as

Bedford Creek was running higher than normal and with the noise of the running water they could not hear each other.

By the next day the crash site had its souvenir hunters and in a short period of time a number of houses in Hazelbrook must have sported various pieces of the plane. One of the souvenir hunters was Norm and his brother Colin who returned early to the crash site as they had overheard the local plumber saying he was going to get the propeller, so they thought they would beat him to it.

The propeller (one half of it, as the other half was very mangled) ended up residing in Norm's sister Mary's house until her death in 2004 and being displayed in her front room.

Mary was only too happy to relate events from that eventful day and embellished the part that she played to the point that you would think that she was the one who led the search and recovery team to the crash site instead of being one of a few women who supplied the food and drink to the rescue team.

Many years after the accident relatives of Sergeant Monterola from Melbourne sought out Mary to talk about the accident. Mary would have liked to place a plaque near the site in memory of the two fliers but National Parks are not in favour of memorials in the park so the plaque never eventuated.

WALK TO KNAPSACK BRIDGE

Glenbrook & District Historical conduct regular walk and talk tours to historic sites.

On Saturday May 26 a walk is planned to Duck Hole, Glenbrook Creek.

On June 16 a walk to Eastern Zig Zag, Knapsack viaduct (pictured) and old mine shaft is being organised. The Lapstone Zig Zag was built on the Great Western Railway between 1863 and 1865, to overcome an otherwise insurmountable climb up the eastern side of the Blue Mountains.

The Zig Zag track included a now abandoned station called Lucasville which was built for the Minister for Mines, John Lucas who had a holiday home nearby.

For further details Doug Knowles 4751 3275.



Plane crash at Glenbrook

By Shirley Evans --- Springwood Historians

A TWIN engine Avro Anson, used for training at the Air Navigation School Parkes was on a mercy flight transporting a seriously ill airman to Sydney for urgent medical treatment when it tragically crashed killing all five men

At about 4.45 pm, Tuesday, January 28, 1941 the RAAF plane carrying five airmen crashed in Glenbrook in the lower Blue Mountains.

The plane was piloted by Pilot Officer John Ignatius Newman, 25, single of Toowoomba, Queensland.

He was a prominent rugby union player and had represented Queensland on a tour of New South Wales.

He helped establish the Toowoomba GPS football club and was its first captain.

His father had been a Brisbane detective and both parents were dead. Newman had completed over 313 hours of flying training and had been assessed as "average" or "average plus" on his flying courses.

Squadron Leader James M Rainbow, 42, single of Double Bay was the station medical officer.

Flying Officer Henry Theodore Skillman, 30, married of Parkes, was a qualified navigation instructor but was not a qualified Anson pilot. He was undergoing a conversion course on Ansons.

Flying Officer Bailey Middlebrook Sawyer, 34, married of Parkes, was the patient. He had a serious middle ear infection and it was thought he urgently needed specialist medical attention.

His service record held by the National Archives of Australia is very short on detail – place of birth unknown, place of enlistment unknown but date of birth was recorded as June 7, 1906.

The Sydney Morning Herald March 25, 1994 reported that the RAAF's chief of operations at Glenbrook, on the occasion of unveiling a monument at the site of the crash, said that Pilot Officer Sawyer was an American adventurer who was sailing in Australian waters when World War II was declared. He then joined the RAAF.

Aircraftman Charles Richard Tyson, 23, single of Geelong West was the wireless operator. His father was a police sergeant.

Avro Anson planes had entered the RAAF service in 1935 and were initially used for maritime patrols. By the beginning of the war they were considered obsolete for this type of operation and were superseded by Lockheed Hudsons. Ansons were then considered ideal as training aircraft. According to the RAAF Museum Point Cook web page they were known as "Faithful Annie".

Eight days before the fatal flight, Flying Officer Sawyer developed the middle ear infection and by January, 28 it had developed into a mastoid with pus. Squadron Leader Rainbow warned the station commander that a plane might be needed to take the patient to Sydney.



Aircraftman Charles Richard Tyson, 23 killed in crash

At about midday he decided it was an urgent necessity and the plane and crew were prepared. An operation order was prepared but not finished in time to give to the pilot who was instructed verbally.

The weather in Parkes was perfect and cloudless and he was told to keep below any cloud and to turn back if this was impractical. He was also told to fly low because of Sawyer's ear infection.

The plane took off at about 3pm and was in frequent wireless contact until 4.30pm. It was next heard and observed at Glenbrook where the sky was almost completely overcast with clouds hanging fairly low.

Witnesses saw it emerging through the clouds at a fairly steep angle. The port wing was seen to shatter about the middle and pieces fluttered down.

The aircraft tipped onto its left side and dived at great speed towards the ground where it struck an electric light pole and started two small fires.

The five parachutes were found at the scene.



Avro Ansons similar to the one that crashed at Glenbrook

Glenbrook station master, Oliver Shaw, who lived near the site of the crash at the intersection of Lucasville Rd and Clifton Ave, said he found the bodies of the airmen some distance from the wreckage. Portions of the wing material were found scattered throughout the bush over a wide area.

The story of the crash attracted a great deal of attention throughout the country. Newspapers from Darwin, Queensland, Western Australia, Tasmania and various towns in NSW such as Broken Hill carried the story. On January 30 the *Canberra Times* reported that the Minister for Air, Mr McEwen, stated "that of the last nine air accidents investigated it had been established beyond question that in eight cases personal misjudgement on the part of the crews had been the cause." He also said that the investigation into the Glenbrook crash had started and that there would be two independent inquiries.

Workers' Union condemned blaming the crew

Mr Forde, Deputy Leader of the Labor Party, urged for a searching inquiry into the system of training in the RAAF and the airworthiness of aircraft. He also suggested an enquiry into whether instructors were being overworked. He thought that accidents had been all too frequent in the last eighteen months. The Advisory War Council (see note 1) was to meet in Melbourne in the following week and Labor members intended to raise these issues.

The annual convention of the Australian Workers' Union opened in Sydney on January 31, 1941 and a searching inquiry into recent Air Force crashes was demanded. The union, the largest numerically and financially in the Commonwealth, deplored Mr McEwen's statement.

Mr CG Fallon, Federal Secretary of the AWU, had lost a son in an air crash three years ago and "condemned the practice of blaming the crew", although in that instance his son had not been blamed.

There was a coronial inquiry into the deaths of the five airmen in the Penrith Court House on March 4, 1941, where several Glenbrook residents, the manager of the Leonay Golf Club, a resident of Castlereagh St Penrith and several Air Force officers all gave evidence. The police were represented by Sergeant Kennedy and Wing Commander Ellis appeared for the Air Board. The Coroner, Mr EF Rule, concluded, "*I am unable to say what caused the crash, and would not say that any fault was due to the pilot whilst the machine was under his care.*"

A RAAF inquiry was held on January, 31 1941, very soon after the crash. The plane's records and log book and the airmen's records were examined and conclusions were reached. A copy of the report is available in the Local Studies Collection of the Blue Mountains City Library in the Vertical File under the heading AIR ACCIDENTS for those who are more technically minded but I will just quote some passages from it which I found significant:

REPORT NO. 11 REPORT ON ACCIDENT TO ANSON A4-5

"The aircraft had for some considerable time been pegged down in the open and exposed to the weather. The riggers in charge of it stated that the protective covering on the plywood was inclined to crack, but was kept in good order by doping (see note 2). On 12.9.40 various repairs were effected to the port mainplane (see note 3) which had been damaged when the undercarriage collapsed while the aircraft was taxiing. On 26.9.40 further repairs were effected to the port mainplane as the result of the aircraft being involved in a collision on the ground. Details of these repairs are attached to the report. On 25.11.40 repairs were effected to the plywood covering the underside port mainplane and a new ply panel was fitted."

"The wreckage was examined by the Inspectorate at the scene of the accident on 29.1.41. The engines and centre section had crashed in the middle of a street in Glenbrook and were badly smashed. It was however clear that some disintegration had taken place whilst the aircraft was in the air. Portions of the wings and pieces of fabric were to be seen strewn as far back along the course of the aircraft as 700 yards from the main wreckage. The pieces furthest from the wreckage were pieces of the port wing suggesting that that was the first portion of the aircraft to break away. The first piece of the port wing, apart from small pieces of three ply and fabric which would naturally float furthest, to be located consisted of approximately 12 feet of the front spar together with portion of the leading edge. From then onwards to the position of the main wreckage various pieces of wreckage from the wing were found in a direct line corresponding to the path of the aircraft, including portion of the outer front spar of the starboard wing. These portions have been salvaged and instructions have been given for them to be forwarded to Air Board for further examination."

"The cause of the accident"

(a) *The accident was caused by the failure of the port wing which shattered about the middle shortly after the aircraft was brought down from or through the clouds.*

(b) *There are two possible causes either or both of which may have caused or contributed to the failure of the wing.*

(1) *It may have been due to the pilot descending at an excessive speed and so placing upon the wing a strain which it could not withstand. If this were the case the excessive speed may have been induced by the pilot desiring to take advantage of some gap in the clouds which he observed, or he may have been urged to descend quickly to a lower altitude for some reason connected with the patient in the aircraft.*

(2) *It may have been due to some weakness in the wing structure. The salvaged parts are*

Continued page 16

Continued from page 15

being sent to Melbourne where they will be examined as soon as possible in an attempt to discover whether any weakness existed.

Whether the precise cause of the failure can be narrowed down still further to one of the above mentioned causes will depend upon the result of that examination.

Recommendation It is recommended that the facts of the present case be placed before the Director of Medical Services with a view to consideration by him of whether there are types of illness in which it is, because of altitude, inadvisable to transport the patient by air. If such types of illness do exist it is recommended that medical officers be advised accordingly."

I have found no evidence of further inquiries.

... brass plaque marks site of tragic crash...

On March 24, 1994 a monument of carved stone with a brass plaque was erected in Clifton Ave to mark the site of the tragic crash. Two brothers of Charles Tyson were able to attend the unveiling and memorial service.

Postscript In 1956, 15 years later, my husband, Jim, and I bought the block of land at 4 Clifton Avenue Glenbrook and built our first home. We lived there until the end of 1965, having our family, creating a garden, playing tennis and working with the Country Women's Association while Jim taught English and history at Penrith and Richmond High Schools.

Our house was very close to the crash site and very close to the home of Mr Shaw, a major witness, but never, at any time, did we hear of the dreadful accident. We were very surprised to read about the monument. I'm not sure what conclusions to reach from this – how quickly local history can be forgotten, perhaps.

Notes:

1. Advisory War Council: This was "formed under regulations on October 28 1940 after the September federal elections that year had given the government a majority of only one and after attempts to form an all-party government had failed. The members were the prime minister and 3 ministers and 4 members of the Opposition, and it provided a place for secret discussion of defence policy. It met less frequently in the later war years and was abolished on August 31 1945." Australian Encyclopaedia, 1963

2. Doping: a dressing, varnish or filler used as for protecting the cloth covering of aeroplane wings." Webster's' Dictionary of the English Language

3. Port mainplane: left wing of aeroplane

Further reading

Aston, Nell *Glenbrook and District: a History*, page 80
Le Breton, Wendy RAAF *Memorial Glenbrook* – paper in Local Studies Collection, Blue Mountains City Library – Vertical File "AIR ACCIDENTS"
Miers, Tim eyewitness account in *The Glenbrook of Yesteryear*

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Australian War Museum
Blue Mountains Gazette, March 30, 1994
National Archives of Australia
Nepean Times, various issues
RAAF Museum Point Cook, airforce.gov.au?raafmuseum/research
Sydney Morning Herald, March, 25 1994
TROVE, various newspapers

Managing your collection/State Records workshop

TO help the heritage sector increase its skills, the RAHS in collaboration with State Records of NSW will bring Managing Your Records workshops into communities.

BMACHO has taken up the offer and Blue Mountains Historical Society have agreed for the workshop to be held at their research rooms, Hobby's Reach, Wentworth Falls

This is a 3-hour workshop with a break in the middle for lunch.

Some of the subjects to be covered are:

- * Compiling and managing databases
 - * Digitising records and photographs
 - * Paper collection indexing, housing storage, and temperature control
 - * Providing access to records
- Other topics that may be covered are:
- * Arranging and describing collections
 - * Accessioning procedures
 - * Do's and Don'ts of storage

The RAHS agreement with State Records, requires that priority is to be given to RAHS members and affiliates.

The workshop will be held:
When: Saturday November 24, 2012
Time: 10.00 am for 10.30 am start
Where: Hobby's Reach Research Rooms, 99 – 101 Blaxland Road Wentworth Falls

Enquiries and bookings: Contact Jan Koperberg at j.koperberg@bigpond.com, bmacho.heritage@gmail.com or phone Jan on 02 4754 1544

Dave Evans - the Felixman of Echo Point

by John Merriman - local studies librarian, Blue Mountains City Library

DAVID (Dave or Dan) Evans, also called the Felixman, was a widely known local identity at Echo Point, Katoomba from the 1920s to the 1950s, with his Felix the Cat and later, mountain devil props.

Visitors, mainly families with children, would pose for a souvenir photograph which he developed while they waited. A number of these surviving photographs are held in the local studies collection of the Blue Mountains City Library.

One early photograph in the collection is a tintype, the rest are printed on photographic paper and mounted in a card frame.

Few facts of Dave Evans' life are known; he was apparently Welsh and lived in Kurrawan St Katoomba, within walking distance of Echo Point.

His income would have been highly seasonal and dependent on weather and holidays, never large enough to warrant a shop or staff and professional darkroom setup.

One witness says he would be at Echo Point taking pictures 'rain, hail or shine'; so his business address was right there in the open air where his customers were - what a workplace! A little draughty perhaps but in the absence of customers one always has the view, or the mist, or both.

The early photographs from the 1920s and 1930s show the child size Felix the Cat mannequin accompanying one or more children or family groups, some kids needed mother close by as their looks of apprehension suggest.

The later images from the 1950s show the large Mountain Devil doll. This may be a response to the commercial success of Felix and concern with copyright.

The majority of his surviving photographs are taken at Echo Point and they cover few other subjects but tourist portraits; although he may possibly have also operated at the Scenic Railway and there is a group portrait of working men at the Hydro Majestic with a Felix figure.

He was quite unlike a photographer such as Harry Phillips who took few intimate photographs and published widely and commercially on landscape subjects.

Evans is not listed as a property owner in council's rate records and local cemetery records make no mention of a David Evans, although he is listed in a 1933 commercial directory as D Evans, photographer of Katoomba and he is absent from the 1950s Katoomba phone books.

In April 1932 the *Blue Mountains Times* reported that Mr Evans, the Felixman at Echo Point, had



complained to Katoomba Council of unlicensed persons plying a somewhat similar business without paying a fee.

Katoomba shopkeepers were also complaining of the many street musicians collecting from passers by - they had become so common as to be quite a nuisance.

The Great Depression produced many unemployed men who tried their hand at busking for a few coins.

In 1962 the "late D Evans" photographic licence was transferred to Souvenir Snapshots of Katoomba. His name is too common to identify him in any NSW birth, death and marriage records and his final resting place remains a mystery.

Pictured bottom left is a very young Jan Koperberg nee Skulander her mother, Florence Jean Skulander, née Lea and next to her is her sister, Gladys Lea, circa 1949-50 with the mountain devil at Echo Point, Katoomba. At top of page is an image of an original tin type photograph of two unknown children.

Anyone who can add more information about Dave Evans, The Felixman of Echo Point, or have any of his photographs is asked to contact John Merriman.

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Thompson Square, Windsor: the oldest civic square in Australia under threat

by Jan Barkley-Jack and Ian Jack

WITHIN a year of the first European settlement along the banks of the Upper Hawkesbury in 1794, a civic square began to form at Hawkesbury, with four wooden buildings on three sides: a wharf, store-house, the first soldiers' barracks and a granary.

The fourth side was the frontage to the Hawkesbury River, where ocean-going boats brought supplies and took grain back to feed Sydney.

The form and extent of the square as it is known today were fixed by 1800.

Andrew Thompson received a lease that defined the eastern section of the square in 1799.

Governor Hunter had added a watch-house and a cottage for Thompson when he was constable, replaced the provision store and the soldiers' barracks and built two granaries.

All the early Hawkesbury settlers from 1795 onwards frequented the square regularly to get provisions, store their grain or to seek the help of the constables, the military or the magistrate, many landing at the square from their small boats.

High-ranking visitors, including all the early governors, also knew the square well.

The fabric within the square was steadily improved and amplified under King and Bligh, and when Macquarie first visited in 1810 he recognised it as a fully developed civic precinct which he called 'the present square'.

The name Thompson Square was given by Macquarie in honour of the archetypal convict redeemed. Achieved through extraordinary abilities of character, Andrew Thompson's entrepreneurial and civic successes, culminating as the first emancipist magistrate, make him a foremost representative of this Australian icon.

Thompson Square as an eighteenth-century public square in the most immediately successful of Macquarie's eight new country towns is a striking part of the surviving evidence for the governor's policies.

No other of Macquarie's squares in new towns such as Richmond or Wilberforce or Liverpool was already in existence.

Moreover, although public squares were a commonplace of Georgian town planning in Britain and elsewhere, the earlier settlements of Sydney and Parramatta along with Toongabbie had not initially developed around such defined focal space: no eighteenth century civic square predating Thompson Square now exists.

From Macquarie's time onwards, fine buildings were erected on the three landward sides of the square.

The suite of nineteenth-century vernacular buildings now adorning the west side of the square, the *Macquarie Arms* (built between 1812 and 1815), Howe's House (1820s) and the Doctors' House (1844), has exceptional integrity and architectural distinction.

The continuing aesthetic values of Thompson Square are embedded in the relationship and interaction between the built and the natural environment, because a civic square consists of both open space and its encapsulating buildings.

Because of the wharf and the bridge built in 1874 (and raised in 1897), Thompson Square has always been a thoroughfare.

The roadways in and across the square have evolved organically from the early tracks down to the punt, and naturally have brought changes to the contours and grassy spaces within the total area, but they have all remained low-level, sympathetic in bulk and scale, and so have continued unobtrusive for 217 years.



***The Macquarie Arms
(built between 1812 and 1815)***



***No 5 Thompson's Square built
circa 1850***



***Howe's House (1820s) now part
of the Hawkesbury Regional
Museum***



The Doctors' House (1844)

They do not interrupt the important sight-lines across the square or those from all parts of the square to the rural land opposite which is still readable as the part of the original 1794 farmers' grants.

All this is threatened by the current proposal to put a wider, higher-level bridge a short distance downstream from the 1874 bridge.

Continued page 19

Threat of disruption to historic sightlines

Continued from page 18

The approaches to the new bridge would bring a major roadway through the north-eastern part of the square critically close to the buildings, disrupting the historic sight-lines and bringing an intolerable volume of noisy heavy traffic through Windsor's most popular public space, which is thronged every weekend.

No economic advantage would accrue to local businesses, because through traffic does not stop, and turning off into Windsor town will be gravely impeded.

It has been alleged that the 1874 bridge is no longer safe. Engineers' reports, however, make it clear that with judicious conservation the old bridge can continue in use into the 2030s.

The cost of conserving the existing structure is estimated at around \$1m, a fraction of the cost of the proposed new bridge, especially one considered for the short term and in isolation from the wider needs of a flood-prone district.

The Options Report of Road and Maritime Services, published in 2011, acknowledges that the proposed bridge will itself be obsolete by 2026.

What is needed on the Upper Hawkesbury is a new crossing which will by-pass the historic towns and other important heritage places, well away from Windsor.

All bridge sites within the town of Windsor lead from one readily floodable area (McGraths Flats) to another (Wilberforce Road).

It is surely essential to plan a reasonably secure route from Windsor Road to the Hunter for the long term.

Such a new bridge elsewhere is more costly, which was, naturally, an important consideration in the preference and given to the Thompson Square option, but it is inevitable and would be good planning.



A photograph of Thompson Square taken by Ian Jack on March 3, 2012 from the opposing bank of the river when the water was very high, close to the decking of the existing bridge on the right.



Thompson Square from much the same place, painted by GW Evans in 1809, so this is the pre-Macquarie square. It is annotated with red to show the schematic curtilage of the present Thompson Square Conservation Area.

The Thompson Square Conservation Precinct has had a place amongst listings at the top of the New South Wales Heritage Register for nearly thirty years, and this formal protection is being overridden by the state government. Now that the value of Thompson Square as Australia's only eighteenth-century civic square has been fully documented, there is

mounting local and Australia-wide outrage that the national values of this iconic civic space will be destroyed for short-term convenience.

Note: For references to the historical evidence which supports this article, please contact janbarkleyjack@aapt.net.au.

PUBLIC RALLY

***Save Thompson Square, Windsor
Australia's first public square
under threat***

Sunday, June 3, 2012 at 12 noon

Management committee changes at AGM

TWO of the original management committee members of the Blue Mountains Association of Cultural Heritage Organisation (BMACHO), Professor Barrie Reynolds and Dr Peter Stanbury, OAM did not seek re-election at the recent annual general meeting.

Barrie and Peter have been executive members since the society was formed in April 2006 leaving John Leary and Ian Jack as the only other 'originals' serving on the committee.

Much of the credit for establishing the organisation must go to Barrie who for 3½ years was the inaugural secretary. During the past 6 years Barrie has been successful in gaining considerable funds for the work of BMACHO with more than \$12,000 from successful applications in the past financial year.

Peter has filled a number of roles on the executive in the past 6 years including that of treasurer.

He has vast experience in various aspects of heritage particularly in the area of museums in Australia and overseas and has readily and freely provided assistance to organisational members throughout the region. His cheery disposition has made him popular not only on the committee but also among those with whom he has worked in the community.

Also to retire from the management committee were former treasurer, Kathie McMahon-Nolf and Jean Arthur. The input of both of these members will also be missed. Kathie took on the role of treasurer in March 2009 when there were difficulties in finding someone for this office.

Kathie's bright and breezy approach to issues was often welcomed during meetings.

A former president of Kurrajong-Comleroy Historical Society she has phenomenal knowledge of that district; Kathie lives on the same land her ancestors first settled in 1838. Kathie's husband, Alex passed away last year and Kathie will spend more time with her family some of whom live in Canada.

Jean a long-time secretary of Mt Victoria and District Historical Society has brought her lifetime of knowledge concerning local history to the management committee.

Although she suffered a serious road accident last year she still contributes assistance to the local historical society as well as a member of the Blue Mountains City Council's committee for the Western Crossing's commemoration.

At the 7th annual general meeting of BMACHO Pamela Smith, was elected unopposed for her second term as president as was Ian Jack for a sixth term as vice president, and Jan Koperberg for a third term as secretary.

Other members of the committee to be re-elected were former president John Leary, OAM, former treasurer, Joan Kent, Richard Morony, and Doug Knowles with a newcomer to the management committee being Scott Pollock.

Following the election of office bearers and committee, John Leary congratulated those elected welcoming "on board" Scott Pollock, the manager of Everglades.

Congratulating the president Pamela Smith, he said, "Pamela

you brought to your first year as president a different style of leadership, a style that was most welcome and one that ensured members of the organisation were aware of what the committee was doing.

"Despite a busy life including university study, you along with Jan Koperberg have done a tremendous amount of work behind the scenes. It is indeed pleasing that you have accepted nomination for a further year and in what will be a busy time including the organisation of the Blue Mountains History conference," John said..

WELCOME TO NEW COMMITTEE MEMBER

AT the May meeting of BMACHO's management committee, Judy Barham accepted a position as a member of the committee for 2012.

Currently Judy is vice president of the Blue Mountains Historical Society and has been working as its librarian for a number of years during which she has been entering the library catalogue onto a database. Judy has said this is a long job and is still not finished.

"However, I am enjoying it and I now have an excuse to spend more time in bookshops! While the library budget is small, I have an excuse to buy a few books each year with someone else's money!

"I have worked as a high school teacher and for many years in the IT Industry as an analyst/programmer. History has long been a hobby and I went back to university as a mature age student and completed by correspondence a degree in Australian History – years I thoroughly enjoyed," said Judy



From left to right Barrie Reynolds, Kathie McMahon-Nolf, Jean Arthur, Peter Stanbury and Scott Pollock.

Last chance for 105 years to see Transit of Venus if missed on June 6, 2012

by John Leary, OAM

THE transit of Venus is one of the most famous events in the history of science according to Dr Nick Lomb long-time curator of astronomy at the Powerhouse Museum.

In his book *Transit of Venus* he states: It occurs when Venus, the planet named after the Roman goddess of love appears to move across the disc of the Sun.

This phenomenon occurs in an unusual pattern, in a pair of 8 years apart, and then not for over a century.

Transits of Venus are of especial interest to Australian since it was Lieutenant James Cook's voyage to Tahiti to observe the 1769 transit that led to European settlement of the continent.¹

During a transit, Venus can be seen from Earth as a small black disc moving across the face of the Sun. The duration of such transits is usually measured in hours (the transit of 2004 lasted six hours). A transit is similar to a solar eclipse by the Moon. Observations of transits of Venus helped scientists use the principle of parallax to calculate the distance between the Sun and the Earth.



Waiting for the transit at Woodford. Photograph from Transit of Venus 9 December 1874

In December 1874 observation was organised by the first Australian-born government astronomer Henry Chamberlain Russell. Four separate observing parties set up to reduce the chance of cloud disrupting observations. The sites were Sydney Observatory, Woodford, Goulburn and Eden on the south coast.

The site at Woodford was the property of Sydney businessman Alfred Fairfax (no relation to *The Sydney Morning Herald* Fairfax family) later to become the Woodford Academy now owned by

the National Trust. The Woodford team was led by no lesser person than the surveyor-general PF Adams.

It is likely that in 1874 few would have seen the transit other than trained astronomers. But not so in 2004 as the event was transmitted to millions around the world by television as it happened.

At Woodford in 2004 an estimated 1000 people watched the transit through a series of telescopes and big screens while others were bused from Woodford Academy to a private observatory in Wentworth Falls for a viewing.

The day culminated with a formal dinner in the historic Woodford Academy where the guest of honour were Justice Barrie O'Keefe AM, president, National Trust and Warwick Watkins surveyor-general of NSW.

No doubt on June 6, 2012 a few will gaze into the sky to observe the Transit of Venus not to be seen again until the year 2117.

National Trust – Blue Mountains Branch will conduct a walk on the Transit of Venus Track on May 26. For more information contact Liz 4757 2694 or BlueMtsNatTr@gmail.com

End notes

¹ Lomb, Dr Nick, *Transit of Venus* 2004 Sydney

Hartley 2012 History Workshop

HARTLEY District Progress Association – 1813 Commemoration committee will hold the 2012 History Workshop at the Hartley School Hall (1881), Middle Hartley Road, Hartley on Saturday, June 2, 2012

Continuing in the theme discussed at last year's workshop, the meeting will focus on 2012 as the bicentenary of the end of the era of pre European settlement.

Informality will be the keynote for a morning discussion around the theme of Hartley Valle before the coming of the white man.

Conversation can range broadly and participants may well discuss the best way to enrich the proposed 2013 Hartley History

Forum with a strong element to engender a better understanding of the rich Aboriginal culture that was displaced by European settlement.

After a morning discussion around the fire in the Hartley Schoolhouse and a light lunch those attending will disburse to examine a number of heritage treasures within the valley.

This meeting is open to all who would like to attend. To facilitate catering those wishing to attend the workshop should advise Jeremy Dawkins at jeremydawkinsmail@gmail.com or Ramsay Moodie at ramsay.moodie@bigpond.com no later than May 30. Telephone enquiries to Ramsay Moodie at 0412 283 800

Walking with women

WALKING with Women – sharing the journeys of convict women from trial and transportation to life in the female factories is the topic chosen by guest speaker Gay Hendriksen at BMACHO's next general meeting.

Also to be discussed is their connection today and the significance of the Parramatta Female Factory.

Following on the success of the last general meeting of BMACHO when the guest speaker was Phil Hammon of Scenic World the next general meeting is scheduled for Saturday July 14.

The meeting is scheduled to commence at 2pm at the Blue Mountains Historical Society's Rooms, Hobby's Reach, Blaxland Road, Wentworth Falls.

Gay Hendriksen is a Blue Mountains resident and has worked in the gallery and museum environment for 21 years including local history museums in Shellharbour and Sydney, Penrith Regional Gallery, Norman Lindsay Gallery and Museum and now Parramatta Heritage Centre.

She also curated the exhibition *Women Transported - Life in Australia's Convict Female*



Gay Hendriksen

Factories which has won national and state awards in excellence last year

She is currently president of the Parramatta Female Factory Action Group which has the aim of saving the Greenway designed Parramatta Female Factory which was commissioned by Governor Macquarie and making it available for all to experience.

Afternoon tea will be served and for further information contact Jan Koperberg at j.kopeberg@bigpond.com.au

GREAT WORK IF YOU CAN GET IT!

BMACHO member and doyen of heritage and vintage fashion and curator of the Darnell Collection, Charlotte Smith will take part in a 10 A day luxury tour of England later this year.

There will be many special highlights such as afternoon tea and cocktail making at Bovey Castle entry to Killerton House and dinner at the world famous River House.

Later those participating in the tour will stay at Bath for three nights in that historic city where they can stroll through the Bath Vintage Fair.

The party will visit Frome a delightful and historical market town that features cobblestone streets and famous quirky vintage shops.

Then it's on to the Dorset countryside and the beautiful town of Totness which is the home of the Museum of Costume, Fashion and Textiles. Then follows visits to several other towns before returning to London for an exclusive tour of Kensington Palace.

The tours starts at \$7099 but airfares to and from UK are not included. For more information visit Travelling Divas at www.travellingdivas.com.au

More accolades for *HERITAGE*

FROM Alison Spencer, Research Officer, Penrith City Library: *Your group has very kindly been sending a copy of your newsletter to Lorraine. We have decided to put this newsletter into our Local Studies magazines collection as it contains many articles relating to something or someone in our area.*

From Dr Peter Rickwood, former president Blue Mountains Historical Society, editor of Blue Mountains History Journal: *Congratulations on yet another informative issue of Heritage Newsletter. I have great admiration of your work in hunting down so many different authors.*

From Alan Clark, secretary Shoalhaven Historical Society: *Congratulations on the latest edition of Heritage which is up to its always*

high standard; I usually forward the newsletter to people which they enjoy in the Shoalhaven Society.

From Andrew Tink former MP in NSW Parliament: *Many thanks for including my Sydney article in Heritage. The high quality of your magazine continues to astound me and for me, it is indeed a privilege to be asked to contribute an article to it.*

From Wendy Blaxland, great, great, great, great grand-daughter of Gregory Blaxland: *Loved the newsletter; thanks so much.*

From Ken Goodlet, local historian and author, Hazelbrook: *Congratulations once again on your latest HERITAGE in March-April.*

TRAVELLING THE SILK ROAD

STEP back a 1000 years in time to experience the sights, sounds and stories of the greatest trade route of history.

Travelling the Silk Road is an exhibition of the ancient pathway to the modern world on show until July 29 at the National Museum of Australia, Canberra.

Admission is \$10 adults, \$8 concession pass holders, \$5 child or \$22 a family.

For information: Freecall 1800026 132 or www.nma.gov.au

Scots Church, Pitt Town celebrates its 150th anniversary

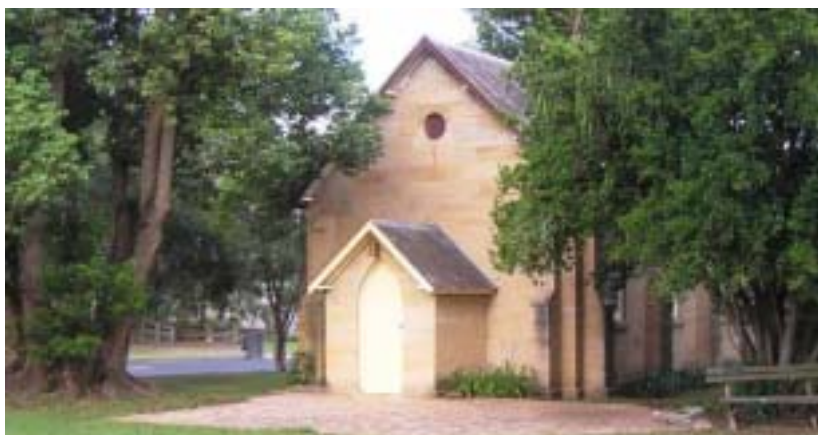
SCOTS Church, Pitt Town will celebrate its 150th anniversary during the weekend May 25-27 and the public are invited to participate in the activities.

A car tour organised by the Hawkesbury Historical Society is part of the sesquicentennial celebrations of Scots Church and will be held on Saturday, May 26

Starting at 10.30am at Scots Church, Bathurst Street, Pitt Town, the tour focuses on the lives of William Hall, the principal donor for the building of the church in 1862 and Rev George Macfie, the minister at the time the church was built.

The areas to be toured are Cattai and Pitt Town.

The tour starts with talks given in Scots Church by local historians.



The first stop on the tour is at the Riverside Oaks Golf Resort, Cattai, the original land grant given to the pioneer George Hall, where historical sites will be inspected.

A sandwich and finger food lunch will be available at Riverside Oaks before returning to Pitt Town.

After visiting various sites in Pitt Town a Devonshire tea will be served at the church.

Bookings are essential. Tickets \$25 per person, \$15 per child 5-16 years with under 5 year olds free.

For bookings contact Kath Wilkins 4577 3842.



Scots Church circ 1932

On Friday night May 25 a bush dance will be held in the Maraylya Hall, Boundary Road, Maraylya commencing at 6.30pm For further information 4572 3518.

On Sunday, May 27 an anniversary service will commence at 10.30am. The service will be followed by a plaque unveiling, cutting of an anniversary cake, morning tea, entertainment, historical talks and displays.

For further information contact Ted Brill 4579 9235.

HISTORY WEEK 2012

Theme for this year - "Threads. They wore what!"

September 8-15, 2012

LONG before the fashionist as of today decided 'the look', dress was an important element of human expression.

From status to style, culture to professional identity, clothes have defined us.

History Week 2012 will explore the history of threads and unpick the meaning behind the wardrobes of the past.

During History Week, community groups, local councils, libraries, archives, museums, universities, cultural institutions, professional and amateur historians across NSW open their doors to present the latest in today's historical research – fascinating stories, artifacts and experiences about both our past and ourselves today.

The History Council of NSW encourages groups to register local events for History Week on the internet at www.historycouncilnsw.org.au/history-week/history-week

History Week events will be published on the website from August to September

Western crossing commemoration 2013-15

great ideas - thoughts - just being talked about or it's really going to happen

THE Western Crossing Committee continues to meet regularly under the chairmanship of Emeritus Professor David Carment,



with an ever increasing attendance of organisations and local government from Blacktown to Bathurst.

PENRITH PLANS. At the most recent meeting, Lorraine Stacker reported that Penrith City Council had released a program and events overview to include community commemorations and lasting legacies.

She said there would be a breakfast function at South Creek Farm, the launch of the re-enactment trek, a family camp out on the banks of the Nepean River, a historical festival and commemoration of the 50th anniversary of Emu Plains becoming part of Penrith City.

The lasting legacies would include a commemorative booklet, preparation of supplements for local newspapers and special memorabilia.

CROSSING! THE PLAY. The exciting theatrical project, *Crossing!* the play recreating the crossings of the Blue Mountains in a lively and interactive theatre production is forging ahead well, with generous help and information coming in from many directions, reports Wendy Blaxland.

Deirdre Burges has agreed to be the designer and Sarah de Jong composer. Both are experienced and well-regarded theatre professionals.

Books, documents, individuals, courses and discussion have led to the understanding that while the 1813 crossing is important, it falls within a continuum of crossings dating from Aboriginal crossings for thousands of years, a number of different explorations in different areas of the mountains and other important later crossings, including

the building of the road and the perilous journeys of some early settlers and travellers. These aspects will also form part of the play, giving a wider perspective on the central story.

The central season of *Crossing!* will be during May and June 2013. Performances will take place at the Blaxland and Wentworth Falls Festivals, as well as at other Mountains townships, both in schools and more public venues.

Partnerships are being forged with chambers of commerce, local government, historical societies, drama departments in schools and local theatre groups to ensure that the *Crossing!* project is firmly rooted in the local community.

CONFERENCE. The 2013 RAHS State History conference will be held in the Blue Mountains.

HARTLEY FORUM. Joan Kent has advised that Hartley District Progress Association will hold a forum on June 12, 2012 when

discussions would be about the area before European settlement; another at the end of May or early June 2013 based on the western crossings and one in 2014 about surveying and building the road.

ABORIGINAL ARTEFACTS. Mt Victoria and District Historical Society is planning an exhibition in 2013 to include Aboriginal artifacts.

DESCENDANTS' PARADE. Marcia Osterberg-Olsen has advised that the Mt Victoria & District Historical Society is planning a parade from Mt Victoria to Mt York with descendants depicting the three explorers, the servants, the horses and dogs.

The parade will probably be held on Sunday May 26 to maximize the participants rather than the anniversary, May 28, 2013.

BLUE WAVE WALK. The Blue Mountains Blue Wave walk planning is well advanced.

Blaxland's grave site report

At the request of Professor Carment, AM, Dr Siobhan Lavelle, OAM has prepared an updated assessment of the headstone and gravesite of Gregory Blaxland¹

The report indicates: 'There is little or no work required on the headstone at this time' following the repair work carried out to the site in 1997.

Dr Lavelle reports that '...although the reblacking [on the headstone] has faded ...the inscription remains legible'

'If more attractive aesthetic appearance is desired then minor cleaning could be carried out.

'That should be done with water and a soft bristle brush.

'The aim would be to remove surface soiling and NOT to achieve a new looking stone.



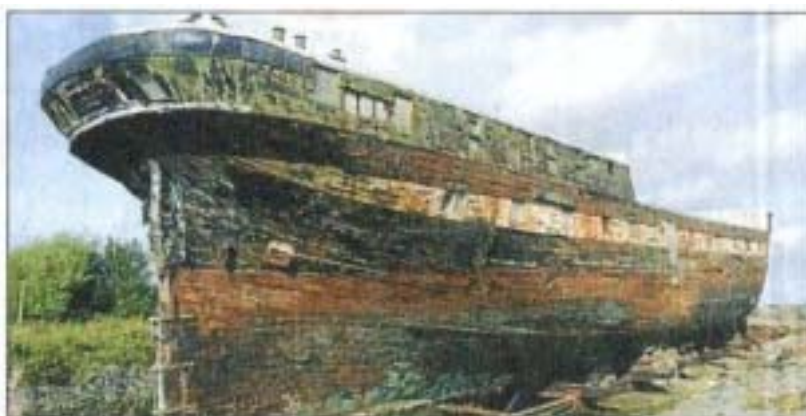
'It is perfectly appropriate for a stone of this age to look old and show evidence of its history.'

¹ Siobhan Lavelle, *Headstone & Gravesite of Gregory Blaxland All Saints' Cemetery, Parramatta – Updated Assessment April, 2012*

Historic clipper retires to sun after 150 years

IT is the oldest surviving clipper ship in the world apart from the Cutty Sark, and in its heyday carried emigrants from Scotland to Australia where about 250,000 people can trace their origins to its passengers.

For years the City of Adelaide has lain rotting on a slipway in Irvine, Scotland. But now, almost 150 years after it was launched on May 7, 1864 preparations are under way for one last voyage to Adelaide, where the vessel is to become a tourist attraction.



The hulk of the City of Adelaide before it is loaded on 100-tonne cradle for shipping to Australia

According to the UK National Historic Ships Committee, the 54 metres ship is one of the most important in British maritime history, the last survivor of the timber trade between North America and Britain.

Despite its early splendour and pedigree, the future had looked bleak for the *City of Adelaide* after it sank in the River Clyde. It became a political issue, with various parties

laying claim to ownership until a bid from Australia secured its future. The ship spent 23 years making 16,000 km trips to and from Australia and, played a fundamental role in the development of the young nation.

In 1893, it was converted to a hospital ship at Southampton and after being commissioned in the Royal Navy in 1924 was converted

to a training ship and renamed *HMS Carrick*.

It sank in the Clyde in 1991 and after a year under water, it was raised by the Scottish Museum and moved to its present site.

The clipper will become the centrepiece of the maritime heritage display in Adelaide.

Source: *Guardian News & Media*

BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

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THE ORGANISATION Blue Mountains Association of Cultural Organisations Inc. (BMACHO) was established in April 2006 following a unanimous response to a proposal from Professor Barrie Reynolds at the 2004 Blue Mountains Local History Conference which sought from Blue Mountains City Council the creation of a cultural heritage strategy for the city.

BMACHO in its constitution uses the definition: "Cultural heritage is all aspects of life of the peoples of the Blue Mountains which was later changed to cover Lithgow and the villages along the Bell's Line of Roads. It therefore involves the recording, preserving and interpreting of information in whatever form: documents, objects, recorded memories as well as buildings and sites."

The objectives of the organisation are:

- i. To raise public consciousness of the value of cultural heritage.
- ii. To encourage and assist cultural heritage activities of member organisations.
- iii. To initiate and support cultural heritage activities not already covered by member organisations.

One of the aims of BMACHO is to bring the various bodies into closer contact, to encourage them to work more closely together and to provide a combined voice on matters of importance within the heritage sector.

HERITAGE BMACHO's official newsletter is edited by John Leary, OAM.

Blue Mountains History Journal is edited by Dr Peter Rickwood.

MEMBERSHIP The following organisations are members of BMACHO: Blue Mountains Botanic Garden, Mount Tomah, Blue Mountains City Library, Blue Mountains Cultural Heritage Centre, Blue Mountains Historical Society Inc., Blue Mountains Family History Society Inc., Blue Mountains, Lithgow and Oberon Tourism Limited, Blue Mountains World Heritage Institute, Cudgegong Museums Group Inc., Eskbank Rail Heritage Centre, Everglades Historic House & Gardens, Friends of Norman Lindsay Gallery, Glenbrook & District Historical Society Inc., Hartley Valley District Progress Association, Kurrajong-Comleroy Historical Society Inc, Lilianfels Blue Mountains Resort, Lithgow and District Family History Society Inc., Lithgow Mining Museum Inc., Lithgow Regional Library – Local Studies, Lithgow Small Arms Factory Museum Inc, Mt Victoria and District Historical Society Inc., Mt Wilson and Mt Irvine History Society Inc. (including Turkish Bath Museum), Mudgee Historical Society Inc., Mudgee Regional Library, National Trust of Australia (NSW) - Blue Mountains Branch, National Trust of Australia (NSW) - Lithgow Branch, Scenic World – Blue Mountains Limited, Springwood & District Historical Society Inc., Springwood Historians Inc., Transport Signal and Communication Museum Inc., The Darnell Collection Pty Ltd, Valley Heights Locomotive Depot and Museum, Woodford Academy Management Committee, Zig Zag Railway Co-op Ltd. The following are individual members: Ray Christison, Associate Professor Ian Jack, Joan Kent, John Leary OAM, John Low, Ian Milliss, Patsy Moppett, Professor Barrie Reynolds, Dr Peter Rickwood and Dr Peter Stanbury OAM.

COMMITTEE The committee for 2012-13 is: Pamela Smith (president), Ian Jack (vice president), Jan Koperberg (secretary), Judy Barham, Joan Kent, Doug Knowles, John Leary, Dick Morony (public officer), and Scott Pollock.

AFFILIATIONS BMACHO is a member of the Royal Australian Historical Society Inc.